



**Public Hearing
CITY OF AUSTIN
RECOMMENDATION FOR COUNCIL ACTION**

AGENDA ITEM NO.: 53
AGENDA DATE: Thu 08/05/2004
PAGE: 1 of 3

SUBJECT: Conduct a public hearing and approve an ordinance amending the City of Austin Comprehensive Plan, 2025 Austin Metropolitan Area Transportation Plan (AMATP), to designate:

1. Escarpment Blvd as a Major Arterial Divided roadway with four lanes (MAD 4) from William Cannon Dr. to Davis Ln.;
2. Escarpment Blvd. as a Major Arterial Divided roadway with four lanes (MAD 4) and bike lane striping from Davis Ln. to Salcon Cliff Dr.;
3. Escarpment Blvd. as a Major Arterial Divided roadway with four lanes (MAD 4), bike lane striping and a reduction in speed to 40 mph from Salcon Cliff Dr. to Slaughter Ln.;
4. Escarpment Blvd as a Major Arterial Divided roadway with two lanes (MAD 2), and a Major Arterial Undivided roadway with two lanes (MAU 2), and bike lanes from Slaughter Ln. to Aden Ln.;
5. Escarpment Blvd. as a Major Arterial Divided roadway with two lanes (MAD 2), and bike lanes from Aden Ln. to SH 45: Case No. C2-03-07);
6. Delete North Lake Creek Parkway, from the existing terminus north of Lakeline Blvd. to Avery Ranch Rd. (Case No. C2-04-02);
7. Downgrade Manor Rd., between Airport Blvd. And 51st St., to a Major Arterial Undivided roadway with four lanes (MAU 4) (Case No. C2-04-03).

AMOUNT & SOURCE OF FUNDING: N/A

FISCAL NOTE: N/A

REQUESTING Transportation, Planning **DIRECTOR'S**
DEPARTMENT:and Sustainability **AUTHORIZATION:** Austan Librach

FOR MORE INFORMATION CONTACT: Teri McManus, 974-6447; Sylvia Arzola, 974-6448

PRIOR COUNCIL ACTION: June 7, 2001 – Council adopted major plan update to the 2025 AMATP.

August 16, 2001 – Council adopted an amendment to the 2025 AMATP to technically correct US 290 (W), from Fitzhugh Rd. to the Study Boundary, as “Existing” instead of a FWY 6.

August 23, 2001 - Council adopted amendments to the 2025 AMATP to: (a) downgrade South Lamar Blvd., from Riverside to U.S. 290 (W), to a MAD 4 instead of a MAD 6, and (b) downgrade South 1st Street, from Barton Springs Road to Stassney Lane, as a MNR 4 instead of a MAD 4.

August 27, 2001 Council adopted an amendment to the 2025 AMATP to delete Frate Barker Road from Manchaca Road to SH 45 South. May 23, 2002 Council adopted amendments to 2025 AMATP: (a) delete Northeast Drive from US 290 to US 183, and (b) to downgrade Duval Road, from US 183 – Whispering Valley Dr, as a MAD 2 instead of a MNR 4, and to change Duval Road, Whispering Valley Dr. – Loop 1 (N), to a MAU 4/MAD 4 instead of a MAD 4.

July 31, 2003 Council adopted amendments to 2025 AMATP (a) delete 38 ½ St from 2025 AMATP and



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reclassify as collector; (b) delete Manor Rd. from 2025 AMATP and reclassify as collector; (c) to downgrade Dessau Rd. from Parmer Ln, to Rundberg Ln. to MAD 6 instead of MAD 8; (d) downgrade Riverplace Blvd. from RM 2222 to Bonaventure Dr. as a MAU 4 instead of a MAD 4 and from Bonaventure Dr. to Lovebird Ln. as a MAU 2 instead of a MAD 4.

BOARD AND COMMISSION ACTION: Recommended by the Urban Transportation Commission, the Environmental Board and the Planning Commission.

PURCHASING: N/A

MBE / WBE: N/A

The 2025 Austin Metropolitan Area Transportation Plan (AMATP) amendments are recommended in order to amend the Comprehensive Plan's Transportation Element, Roadway Table and Maps. These changes will reduce the planned transportation system's impact on both the Northern and Southern Edwards Aquifer Recharge by avoiding sensitive recharge features and reducing impervious cover associated with roadways. It will also provide consistency with the City's RMMA site development planning, and adopted neighborhood plans.

Escarpment Blvd. (Case C2-03-07) changes will reconcile 2025 AMATP with various existing facility design, reduce impervious cover in the Barton Springs Edwards Aquifer Recharge Zone, provide continuous bicycle and pedestrian connections, and provide an appropriately sized roadway compatible with the travel corridor.

North Lake Creek Parkway (Case C2-04-2) deletion protects Critical Environment Features and preservation of potential endangered species habitat. Construction of Lyndhurst Drive provides an alternate route in the same north/south corridor.

Manor Rd. (Case C2-04-03) is recommended to change in 2025 AMATP from a MAD 6 to a MAU 4, as the existing roadway. This is a correction to make it consistent with the RMMA redevelopment plan and the Upper Boggy Creek and the East MLK Neighborhood Plans.

SUMMARY: Staff Recommendation for 2025 AMATP Amendments¹

Roadway/Case Number	Segments	Existing 1997	2025 AMATP	2025 Proposed Change	2025 AMATP ROW	2025 Proposed Change ROW
Escarpment Blvd. C2-03-07	Wm Cannon Dr. - Davis Ln.	MAD 4 w/ BL	MAD 6 w/ 5-foot BL	MAD 4 w/ BL	120'	120'
	Davis Ln. - Salcon Cliff Dr.	MAD 6w/o BL	MAD 4 w/ 6-foot BL	MAD 4 w/ BL; Add bike lane striping	120'	120'
	Salcon Cliff Dr. - Slaughter Ln.	--	MAD 4 w/ 6-foot BL	MAD 4 w/ BL; Reduce design speed to 40 mph due to environmental feature; Construct 5-foot bike lanes to reduce impervious cover	120'	120'
	Slaughter Ln. - Aden Ln.	MAD 2/MAU 2 w/BL	MAD 4 w/ 6-foot BL	MAD 2/MAU 2 w/BL	120'	120'
	Aden Ln. - SH 45	MAD 2 w/ BL (under construction)	MAD 4 w/ 6-foot BL	MAD 2 w/ BL	120'	120'
North Lake Creek Pkwy./ C2-04-03	SH 45/RM 620- Existing terminus north of Lakeline Blvd.	MAD 6	MAD 6	MAD 6	120'	120'
	Existing terminus north of Lakeline Blvd. - Avery Ranch Rd.	MAD 6/0	MAD 6	Delete	120'	0
Manor Road/ C2-04-03	Airport Blvd. - 51 st St.	MAU 4	MAD 6	MAU 4	140'	80-88'

¹ Notes: MAD = Major Arterial Divided; MAU = Major Arterial Undivided; Number indicates number of travel lanes. BL = Bicycle lanes.



MEMORANDUM

TO: Mayor and Council Members

FROM: Austan S. Librach, P.E., AICP
Director
Transportation, Planning and Sustainability Department

DATE: June 16, 2004

SUBJECT: AMATP Amendments – Lake Creek Parkway – Item 49

Staff Recommendation

Staff recommends approval of the North Lake Creek Parkway amendment to **delete the North Lake Creek Parkway roadway from the 2025 AMATP**, from Lakeline Blvd. to Avery Ranch Blvd., with conditions: construct Lyndhurst Drive in a timely manner, as 4-lane collector, RM 620 – Avery Ranch Blvd. (Northwoods & Avery Ranch Subdivisions)

Background

Three amendments are currently proposed for action on the June 17 agenda: Escarpment Boulevard, Manor Road, and North Lake Creek Parkway. On May 6, 2004, City Council postponed the 2025 AMATP amendment cycle to the June 17th meeting, allowing time for North Lake Creek Parkway stakeholders to work further with TxDOT Cedar Park Campus officials. TxDOT has now responded in writing to the stakeholders regarding the possibility of purchasing land for extension of the roadway (attached letters). Given the TxDOT position, staff believes there is no longer a need to extend the review period for this amendment.

City Council, Board and Commission Actions

The amendment as recommended by staff (with conditions) was approved by the Planning Commission, the Urban Transportation Commission and the Environmental Board.

Following are the issues associated with the North Lake Creek Parkway amendment, requested by Northwoods Subdivision on behalf of two landowners. Table 1 shows the proposed amendment by roadway segment. The Map shows the location of the proposed amendment. This amendment was sent for review to nine different City of Austin Departments, Williamson County, Travis County, CAMPO, City of Cedar Park, and TxDOT.

TABLE 1: North Lake Creek Parkway Road Amendment

Case Number C2-04-02	Segments	Existing 1997	2025 AMATP	2025 Proposed Change	2025 AMATP ROW	2025 Proposed Change ROW
North Lake Creek Pkwy. ¹	SH 45/RM 620-Existing terminus north of Lakeline Blvd.	MAD 6	MAD 6 ¹	MAD 6	120'	120'
	Existing terminus north of Lakeline Blvd. – Avery Ranch Rd.	MAD 6/0	MAD 6 ¹	Delete	120'	0

Note: MAD = Major Divided arterial; MAU = Major Undivided Arterial

(1) The 2025 AMATP "Remarks" section recommends compliance with US F&W guidelines & standards to ensure non-degradation and water quality protection, and recommends compliance with TNRCC Edwards Rules 30 TAC 213.

- North Lake Creek Parkway exists as a MAD 6 from RM 620 to just north of Lakeline Blvd., where it terminates at the southern boundary of the TxDOT property. The City of Cedar Park, Williamson County and TxDOT do not oppose this amendment (attached letters).
- TxDOT Cedar Park Campus is already built at the northern extension of North Lake Creek Parkway, just north of the Lakeline Boulevard intersection. TxDOT has identified endangered species in the planned ROW of US 183 A (Big Oak Cave, *Pexella reyesi*) and intends to set aside the remainder of the Cedar Park Campus tract as a 75-acre potential Preserve/Mitigation area. TxDOT does not desire to reroute the extension solely on their property.
- Geologic and biologic assessments identified a cluster of five (5) recharge features with rapid filtration to the Northern Edwards Aquifer and a feature on the TxDOT property, known as "Dead Dauber Pit"/ "Sledgehammer Sink." It is located directly in the proposed extension of North Lake Creek Parkway and within TxDOT's proposed Preserve. TxDOT established a 450-foot buffer for Dead Dauber Pit to protect possible habitat for endangered karst invertebrate species.
- The Leander Rehabilitation PUD plan does not show the North Lake Creek Parkway extension, and make no provision to dedicate or set aside ROW. Staff reviewed Special Board of Review Orders filed in Williamson County in 1998. Landowners within the Northwoods Subdivision may not be compelled by the City to dedicate right-of-way (ROW) or post fiscal for the cost of the northerly extension of North Lake Creek Parkway within the boundaries of the Leander Rehabilitation PUD.
- The Leander Rehabilitation PUD plan includes a sinkhole with a 20-foot diameter, Rehabilitation Sink. The TxDOT proposal to reroute North Lake Creek Parkway eastward on the Fleur property would place the road over or within the recommended 150-foot buffer.
- Lyndhurst Drive, a 4-lane collector required by the Northwoods PUD plan, will provide an alternative route to connect RM 620 and Avery Ranch Rd. Capital Metro recently opened a Park and Ride near the intersection of Lakeline and Lyndhurst; the site is a possible location for a rail transit station as well.

- Watershed Protection staff finds that a net positive environmental benefit accrues with the deletion of the roadway segment, as five or more CEFs in the proposed alignment will be avoided. No CFF recharge features have been observed on or adjacent to the alignment for Lyndhurst Drive.
- The Citizens of the 183 North Council of Neighborhoods and Businesses, and the Neighborhood Association of Southwestern Williamson County support the amendment, with the condition that Lyndhurst Dr. is constructed in a timely manner. The applicant is in agreement with this.
- Letters from Avery Ranch stakeholders in support of the deletion of the roadway are included in the Attachments.

Please let me know if you need additional information.

Austan S. Librach, P.E., AICP
Director

TRANSPORTATION, PLANNING & SUSTAINABILITY DEPARTMENT

cc: Toby H. Futrell, City Manager
Laura Huffman, Assistant City Manager
Tom Forrest, Assistant Director, TPSD
Teri McManus, Principal Planner, TPSD



MAY 25 2004

Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-6585

May 20, 2004

Mr. Dowe Gullatt
Minter, Joseph & Thornhill, P.C.
811 Barton Springs Road, Suite 800
Austin, Texas 78704-1166

Subject: Lake Creek Parkway Extension
Austin, Williamson County, Texas

Dear Mr. Gullatt:

We are in receipt of your letter concerning the interest of your client to acquire State property for the extension of North Lake Creek Parkway. As discussed, the Texas Department of Transportation (TxDOT) takes no exception to the extension of North Lake Creek Parkway from its present northern terminus across TxDOT property, provided the roadway crosses TxDOT property to extend along the East property line as soon as practical, and exits TxDOT property to the east prior to reaching a 150 meter buffer zone for the karst features located in the northeast quadrant of the property.

Complicit with this understanding is TxDOT would be compensated at fair market value for any land required for the street alignment, compensated for relocation of any utilities and site improvements impacted by the alignment, and retain appropriate easements to ensure access to and the ability to provide utility services for all remaining TxDOT property.

We should also reiterate our previous position that TxDOT takes no exception to the request of our abutting property owner, Northwoods, for an amendment to delete the extension of North Lake Creek Parkway, the portion from approximately Lake Line Boulevard to Avery Ranch Road, from the Austin Metropolitan Area Transportation Plan.

If you should have any questions, please feel free to call me or contact Mr. Uly Flores, R.A. at your earliest convenience. He can be reached at (512) 416-3049.

Sincerely,

Zane L. Webb, P.E.
Director, Maintenance Division

cc: Teri L. McManus, Principal Planner, City of Austin
Amadeo Saenz, Jr., P.E., Assistant Executive Director, Engineering Operations, TxDOT
Uly Flores, R.A., Facilities Section Director, Maintenance Division, TxDOT



Texas Department of Transportation

DEWITT C. CREEK STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8335

January 14, 2004

Mr. Gary Mefford
Project Manager for Northwoods
210 Barton Springs Road, Suite 500
Austin, Texas 78704

Subject: Lake Creek Parkway Extension

Dear Mr. Mefford:

The Texas Department of Transportation (TxDOT) has reviewed your letter of December 2003, copy attached, concerning your request for an amendment to the 2025 Roadway Plan to delete a portion of the proposed extension of Lake Creek Parkway. As an abutting landowner to the property and developers you represent, TxDOT takes no exception to your request.

Should you have any questions, please feel free to contact Mr. Uly Flores, R.A. at your earliest convenience. He can be reached at (512) 416-3049.

Sincerely,

Zane L. Webb, P.E.
Director, Maintenance Division

Attachment

cc: Uly Flores, R.A., TxDOT
John Warrick, R.A., TxDOT
Chris Risher, Milburn Homes
Charles Wirtanen, P.E., Waterstone Development Group
Kim Fischer, Northwoods
Rick Morrison, Rash Chapman Schreiber & Porter, LLP
Doran McMahon, P.E., Carter & Burgess

GREG BOATRIGHT
County Commissioner
Precinct 2, Williamson County



350 Discovery Blvd., Suite 201
Cedar Park, TX 78613
(512) 260-4280
FAX (512) 260-4284

April 14, 2004

APR 19 2004

Mr. Anstan S. Librach, P.E., AICP/Director
Transportation, Planning & Sustainability Dept.
City of Austin
Post Office Box 1088
Austin, TX 78767

RE: Case C2-03-09 North Lake Creek Parkway

Dear Mr. Librach:

Williamson County's proposed amendment to the 2035 Plan regarding a segment of North Lake Creek Parkway has been reviewed and we offer the following comment.

Williamson County does not oppose the deletion of the segment of North Lake Creek Parkway from Avery Ranch Road/Davis Springs Road to the northern terminus of Lakeline Boulevard.

Please feel free to contact me at 512-260-4280 if you have any questions or need additional comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Greg Boatright", written over a horizontal dashed line.

Greg Boatright
County Commissioner - Precinct #2

Cc: Sam Roberts, City of Cedar Park



FEB 17 2004

February 5, 2004

Mr. Austan S. Librach, P.E., AICP
Director
Transportation, Planning and Sustainability Department
City of Austin
P. O. Box 1088
Austin, Texas 78767

In Re: Case C2-03-09 North Lake Creek Parkway

Dear Mr. Librach:

The City of Austin's proposed amendment to the 2025 Plan regarding a segment of North Lake Creek Parkway has been reviewed and we offer the following comment.

The City of Cedar Park does not oppose the deletion of the segment of North Lake Creek Parkway from Avery Ranch Rd./Davis Springs Road to the northern terminus of Lakeline Boulevard.

Please feel free to contact me at 512/258 4121, ext. 6435 if you have any questions or need additional comment.

Sincerely,

A handwritten signature in cursive script, appearing to read "Duane Smith".

Duane Smith
Director of Planning
City of Cedar Park

cc: Robert Powers, City Manager
Sam Roberts, Assistant City Manager
Teri McManus, TPSD, City of Austin

Roy Butler

P. O. Box 9190
Austin, Texas 78760

(512) 837-6744

Fax (512) 837-0955

June 9, 2004

The Honorable Will Wynn
Mayor
City of Austin
Municipal Building
124 West 8th Street #103
Austin, Texas 78701

Re: 2025 AMATP
Amendment C2-04-02

Dear Mayor Wynn:

I writing you to voice my strong support for the City of Austin staff and Planning Commission recommendation to delete Arterial A (North Lake Creek Parkway) north of Lakeline Blvd. as outlined in the above amendment to the 2025 Austin Metropolitan Area Transportation Plan. I also understand that the City of Cedar Park and Williamson County, the two governmental entities most affected by this extension, have also expressed their support for this deletion. While the above amendment only deals with the deletion of the road between Lakeline Blvd. and Avery Ranch Blvd., its adoption would eliminate the need for portion of the arterial south of Brushy Creek Road. My comments below focus primarily on the impact of road if it were built as planned.

The amendment would delete an arterial roadway that would bisect Avery Ranch Far West, a large residential neighborhood currently under construction by D. R. Horton (formerly Milburn) Homes. In addition, the road as proposed would have to cross critical environmental features identified by the Texas Department of Transportation at their planned campus on the Hog Farm tract immediately south and west of Avery Ranch.

The road as planned would require the construction of a \$7 million dollar bridge that would traverse South Brushy Creek, Brushy Creek Road, and Capital Metro's rail line before returning to grade. In addition, the road would cross a portion of the 185 acres that Dick Rathgeber and I, through our partnership Pebble Creek Joint Venture (Avery Ranch), donated to Williamson County for a hike-and-bike trail along South Brushy Creek. The trail is already complete from the dam along immediately east of Parmer Lane eastward to the Forest Creek subdivision. The second phase will extend

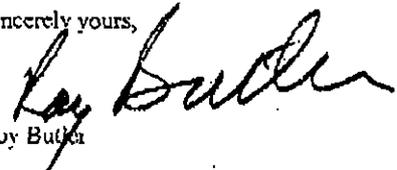
this trail westward from the dam to the Twin Lakes Park located immediately adjacent to 183, and would have to pass under this bridge if the deletion is not adopted.

My understanding is that the opposition to this deletion comes from one landowner who owns a tract of land at the corner of North Lake Creek Parkway and Texas 45 (that is currently under construction). His argument is that the deletion of this road will reduce the traffic that uses North Lake Creek Parkway. While I have not seen any of the traffic count numbers, North Lake Creek Parkway intersects Lakeline Blvd, which will be a major east-west arterial between US 183 and Farmer Lane when complete. This, plus the location of the tract next to a major toll road, would seem to provide the majority of any traffic that will go by the site. Thus, the deletion of the road north of Lakeline Blvd. would have minimal impact.

Finally, the road as proposed, would parallel US 183A that is finally under construction. This toll road, along with the others proposed by the Central Texas Regional Mobility Authority, would go a long way to relieving the traffic congestion in northern Travis and southern Williamson County. The success of these roads, however, is predicated on sufficient revenues generated by users. Construction of another "free" road parallel to US183A (in addition to US 183) would seem at cross-purposes with the success of the region's long-term transportation plan.

Thank you in advance for your consideration of this matter. If you have any questions, please do not hesitate to call.

Sincerely yours,



Roy Butler

Cc: The Honorable Jackie Goodman, Mayor Pro Tem
The Honorable Daryl Slusher, Council Member
The Honorable Danny Thomas, Council Member
The Honorable Raul Alvarez, Council Member
The Honorable Betty Dunkerly, Council Member
The Honorable Brewster McCracken, Council Member
Ms. Teri L. McManus, Principal Planner, City of Austin

June 9, 2004

The Honorable Will Wynn
Mayor
City of Austin
Municipal Building
124 West 8th Street #103
Austin, Texas 78701

Re: 2025 AMATP
Amendment C2-04-02

Dear Mayor Wynn:

I writing you to voice my strong support for the City of Austin staff and Planning Commission recommendation to delete Arterial A (North Lake Creek Parkway) north of Lakeline Blvd. as outlined in the above amendment to the 2025 Austin Metropolitan Area Transportation Plan. While this proposed amendment would delete North Lake Creek Parkway between Lakeline Blvd. and Avery Ranch Blvd., the deletion of this segment eliminates the need for the road south of Brushy Creek Road, including the portion through Avery Ranch.

Arterial A as proposed would bisect Avery Ranch Far West, a large residential neighborhood currently under construction by D. R. Horton (formerly Milburn) Homes. In addition, the road as proposed would have to cross critical environmental features identified by the Texas Department of Transportation at their planned campus on the Hog Farm tract immediately south and west of Avery Ranch. As I discuss below, the road is of questionable value from a transportation perspective and its route will place it almost immediately adjacent to an elementary school that Leander will be building within two years. Therefore, from a safety and environmental perspective alone, this road needs to go away.

The road as planned would require the construction of a \$7 million dollar bridge that would traverse South Brushy Creek, Brushy Creek Road, and Capital Metro's rail line before returning to grade. In addition, the road would cross a portion of the 185 acres that Roy Butler and I, through our Avery Ranch, donated to Williamson County for a hike-and-bike trail along South Brushy Creek. The trail is already complete from the dam along immediately east of Farmer Lane eastward to the Forest Creek subdivision. The second phase will extend this trail westward from the dam to the Twin Lakes Park located immediately adjacent to 183, and would have to pass under this bridge if the deletion is not adopted. In addition, we have swapped land with the City of Cedar Park

to allow for the creation of parks and softball fields on both sides of Parmer Lane. We also sold Williamson County a tract of land on the north side of the creek that is currently a trailhead for the hike and bike trail. Mr. Butler and I worked very hard to preserve to areas around the creek for the enjoyment of not only the residents of Avery Ranch, but by all of the citizens in area. We would hate to see our efforts ruined by a road and bridge that is of questionable transportation value.

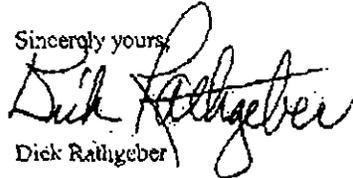
My understanding is that the opposition to this deletion comes from one landowner who owns a tract of land at the corner of North Lake Creek Parkway and Texas 45 (that is currently under construction). His argument is that the deletion of this road will reduce the traffic that uses North Lake Creek Parkway. While I have not seen any of the traffic count numbers, North Lake Creek Parkway intersects Lakeline Blvd, which will be a major east-west arterial between US 183 and Parmer Lane when complete. This, plus the location of the tract next to a major toll road, would seem to provide the majority of any traffic that will go by the site. Thus, the deletion of the road north of Lakeline Blvd. would have minimal impact.

I also understand that the City of Cedar Park and Williamson County, the two governmental entities most affected by this extension, have also expressed their support for this deletion.

Finally, the road as proposed, would parallel US 183A that is finally under construction. This toll road, along with the others proposed by the Central Texas Regional Mobility Authority, would go a long way to relieving the traffic congestion in northern Travis and southern Williamson County. The success of these roads, however, is predicated on sufficient revenues generated by users. Construction of another "free" road parallel to US 183A (in addition to US 183) would seem at cross-purposes with the success of the region's long-term transportation plan.

Thank you in advance for your consideration of this matter. If you have any questions, please do not hesitate to call.

Sincerely yours,



Dick Rathgeber

cc: The Honorable Jackie Goodman, Mayor Pro Tem
The Honorable Daryl Slusher, Council Member
The Honorable Danny Thomas, Council Member
The Honorable Raul Alvarez, Council Member
The Honorable Betty Dunckerly, Council Member
The Honorable Brewster McCracken, Council Member
Ms. Teri L. McMannis, Principal Planner, City of Austin

ORDINANCE NO.

AN ORDINANCE AMENDING THE AUSTIN TOMORROW COMPREHENSIVE PLAN BY AMENDING THE 2025 AUSTIN METROPOLITAN AREA TRANSPORTATION PLAN (AMATP) TO CHANGE THE DESIGNATION OF PORTIONS OF ESCARPMENT BOULEVARD AND A PORTION OF MANOR ROAD; AND TO DELETE A PORTION OF NORTH LAKE CREEK PARKWAY.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

PART 1. The city council finds the following:

- (A) The Council adopted Ordinance No. 010607-48 enacting the 2025 Austin Metropolitan Area Transportation Plan as an element of the City's Comprehensive Plan.
- (B) The amendments in the attached Exhibit "A" are in the best interests of the City.

PART 2. The Council amends the Austin Metropolitan Area Transportation Plan to change the designation of the following roadways, as more particularly described in Exhibit "A":

- (A) Escarpment Boulevard as a Major Arterial Divided roadway with four lanes (MAD 4) and bike lane striping from William Cannon Drive to Davis Lane;
- (B) Escarpment Boulevard as a Major Arterial Divided roadway with four lanes (MAD 4) and bike lane striping from Davis Lane to Salcon Cliff Drive;
- (C) Escarpment Boulevard as a Major Arterial Divided roadway with four lanes (MAD 4), bike lane striping, and a design speed of 40 miles per hour from Salcon Cliff Drive to Slaughter Lane.
- (D) Escarpment Boulevard as a Major Arterial Divided roadway with two lanes (MAD 2), and a Major Arterial Undivided roadway with two lanes (MAU 2), and bike lanes from Slaughter Lane to Aden Lane;
- (E) Escarpment Boulevard as a Major Arterial Divided roadway with two lanes (MAD 2), and bike lanes from Aden Lane to State Highway 45;
- (F) Manor Road as a Major Arterial Undivided roadway with four lanes (MAU

SUMMARY: Staff Recommendation for 2025 AMATP Amendments¹

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Escarpment Blvd. C2-03-07	Wm Cannon Dr. - Davis Ln.	MAD 4 w/ BL	MAD 6 w/ 5-foot BL	MAD 4 w/ BL	120'	120'
	Davis Ln. - Salcon Cliff Dr.	MAD 6w/o BL	MAD 4 w/ 6-foot BL	MAD 4 w/ BL; Add bike lane striping	120'	120'
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	Aden Ln. - SH 45	MAD 2 w/ BL (under construction)	MAD 4 w/ 6-foot BL	MAD 2 w/ BL	120'	120'
North Lake Creek Pkwy. C2-04-03	SH 45/RM 620- Existing terminus north of Lakeline Blvd.	MAD 6	MAD 6	MAD 6	120'	120'
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Manor Road C2-04-03	Airport Blvd. - 51 st St.	MAU 4	MAD 6	MAU 4	140'	80-88'

¹ Notes: MAD = Major Arterial Divided; MAU = Major Arterial Undivided; Number indicates number of travel lanes. BL = Bicycle lanes.